



**AMA Club # 2013
Year 2018**

Gary Rauckman, Editor

www.jayhawkmodelmasters.com

Jayhawk Model Masters

Dec. 15 Club Meeting

**Smith Center @ Brandon Woods
Lawrence, KS**

*8:00 AM – Breakfast
9:00 AM – Business Meeting*

Schedule of Events:

Dec. 15, JMM Club Meeting

Jan 1, Freeze Fly's

Jan. 26, Prague, OK, Swap Meet

Feb. 2, KCRC Swap Meet

2018 Officers

President	Gary Webber	312-4840
Vice Pres.	Dave Alexander	393-7857
Treas.	George Jones	727-5970
Fld Safety	Bill Elkins	691-5122
Board 3yr	John LaGesse	760-2543
Board 2yr	Wayne Donovan	609-6748
Board 1yr	Jim Morris	691-7706
Editor, yrs	Gary Rauckman	423-2700

News-wrap

Ok, so is it time for me to stand on my Soap Box again? Wait a minute, where do I get a soap box and is it strong enough to hold me. Anyways, I counted only 13 guys at the Nov. meeting and I think that is a new low for this club since I became a member back in 1988. Is this club not that important to you guys anymore, or was this just an anomaly? Perhaps you were all out of town at the same time. So, I made a list of who normally comes but wasn't there. This time of year one might call this the naughty list. Anyway, I counted 10 members missing but not there who normally come. Just think, that would have made 23 in attendance.

So, where am I going with this? I had a brainstorm after visiting with a guy from the Sadia, MO club. What if we invited members of other clubs to visit our meetings, and we would return the favor, and visit theirs. We might even do something special, like maybe go flying together, if the weather is good, or have an open house at one or two of our model shops. And we would ask them to do the same when we visit. Ok, I know this takes some effort, but think about it. I'm stepping off now.

Freewing F-22

Did I mention last month that Freewing was coming out with a 90 mm model of the F-22. Well the early offer was sold out in 48 hours, several months ago, and was being shipped out last week. So, my big box of foam arrived last Friday. Kathy said, "is that another airplane"? "No dear, just a big box of foam". Wow, that's a mighty fine piece of foam in the shape of an F-22. All you need is a 6S battery, Rx, and you're good to go.

Here are the wings:



Here is the fuse:



SMRC Swap Meet

The swap-meet this year reflected what we're seeing every year regarding this hobby. That is, smaller attendance every year. There were empty tables as well. I didn't take much myself and therefore didn't sell much. Kyle Walker did well in that he convinced Nick B to buy his two Hotspots; one with a Wren turbine and ready to fly, and one without. I believe the ready to fly Hotspot was the property of KC Moore.

George Jones sold a couple airplanes and some radio equipment, and I think Phil Abbadessa may have sold an airplane as well. See photos of the swap meet on the following page.

Here is Kyle trying to sell the Hotspot in the foreground.



Several Planes on the floor; I believe these are Phil's.



And finally, George's table managed by Julia while George is shopping



Lilium's Funky 'Jet' could make our Dreams of Flying Cars come True



LOOKING AT IT, you wouldn't think the [Lilium Jet](#) could fly. It looks more like a computer mouse than any [aircraft](#) you've seen, and its 36 small propellers run on electricity, not jet fuel. But this funky airplane just proved it can take to the sky, and it might be the flying car you've been waiting for.

The jet, which isn't actually a jet, can take off and land vertically like a helicopter and fly like an airplane, making it just the thing for congested cities because it doesn't need a runway. In other words, it's everything you want in a flying car: It picks you up wherever you are, and plunks you down exactly where you want to go.

A full-size prototype of the airplane made its maiden voyage an airfield near Munich earlier this month. It lasted just a few minutes, with no one in either of the two seats, and a pilot controlling it from the ground. But it flew, proving that the unconventional design isn't total malarkey.

"The basic challenges are solved," Lilium CEO Daniel Wiegand told [WIRED](#) and [WIRED Germany](#) in an exclusive interview. Now comes several years of flight testing before moving into serial production. The German startup has backing from the European Space Agency and millions in funding, which will help Wiegand meet his goal of tripling his staff to about 135 people.

Still, Lillium has a long way to go before a weird electric plane with a big battery, three dozen propellers, and room for five passengers carries anyone anywhere, let alone 190 miles at 190 mph, as Wiegand envisions.

“I’d say that’s impossible off the top of my head,” says Richard Pat Anderson, who runs the Flight Research Center at Embry-Riddle Aeronautical University and is developing his own vertical takeoff and landing aircraft. “They’re definitely exceeding some fundamental math.”

Despite advancements in battery tech—Elon Musk thinks they’ve reached the point where they can power an 18-wheeler—jet fuel still stores far more energy per pound, a key consideration in an industry where weight trumps just about everything. So far, Airbus has succeeded in squeezing 60 miles and 137 mph from the 350-pound battery in its experimental two-seater eFan.

The faster and farther you want to fly, the bigger a battery you require. Eventually, you hit a point where the added mass outweighs the benefits of more kilowatt-hours, which is why Airbus decided to try a serial hybrid approach instead and Anderson’s team started there. Serial hybrid aircraft use a fuel-burning generator to recharge the batteries while flying, which makes them something like a flying Chevrolet Volt.

But let’s say Lillium makes this happen, even if it doesn’t quite deliver the specs Wiegand proposes. Building its wild electric plan leads to the Uber-esque air taxi service Wiegand envisions. That could work—if his startup solves a few other problems. The first is figuring out how to certify an entirely new kind of aircraft (Europe will be easier than the US, which doesn’t even have any way to regulate electric planes), set up the necessary landing and takeoff infrastructure, and ensure air traffic control can handle an invasion of aircraft flying a few hundred feet above city streets.

OK, let’s say Lillium solves all that. Then, it gets to fight the competition. Advances in battery tech and electronic flight controls, paired with the success of car-based ridesharing services, have a few startups chasing the same dream. China’s EHang wants to launch its passenger-toting drone in Dubai (of course) this summer. Aeromobil in Slovakia and Terrafugia in Massachusetts have their own take on flying cars (or, as Terrafugia calls it, “roadable aircraft”). Joby Aviation wants to launch an electric flying taxi service within five years.

And if Lillium’s going to win customers away from all those opponents, offering the right balance of speed, range, and cost becomes critical. So yes, the first flight is good news. But don’t expect your flying car to take off just yet.

Blast from the Past; a look back at 1998

The Jayhawk Model Masters had 73 members and 31 attended the Nov. “Radio Raffle” meeting. The officers were Greg Lehman (Pres), Greg Kloepper (Vice), Mike Cooper (Treas), and Darrel Cordle (Safety).

Four Members volunteered to host the Club members for a Model Talk meeting at their house. They were Greg Kloepper, Gary Rauckman, Mike Cooper, and Jerry Foree. In 1998 my shop size was about 10’ by 10’ and in the basement of the house.

KC Moore set-up our first web site at the end of 1998. We were meeting at Willie C’s café which was the old ice house at the corner of 6th and Vermont. We were looking into moving to the Country Kitchen on 23rd street.

I joked that the Newsletter Editor, myself, would annually count up all the leftover newsletter expense money and spend it on RC supplies. I furthermore said, “don’t be jealous, you could have this position”. One show & tell item was Jesse Longoria showing the “Nate 40”.

“1998” Contiued

I also had a full page article on the new “Dreamwings” company located at the Lawrence airport. The title “Taking ultralight planes into the 21st century”.

John Hunter, the owner and brain of the company moved his family from Maryland to Lawrence to be near the Dar Corporation who had cutting edge software that they heavily relied on.

The new company received a \$100,000 Applied Matching Fund from KTEC. They also received funding from the Kansas Innovation Corporation and technical assistance from KTEC’s National Institute for Aviation Research in Wichita.

They showed their prototype at OshKosh that year and were enthusiastically received. They said they planned on having planes ready to fly in a few short months and anticipated shipping planes and filling orders in the spring of 1999. Unfortunately, this never happened. No planes were flown, and no orders were filled

Vote on Officers this Saturday

Dave Alexander	Pres
Patrick Deuser	Vice
Gary Webber	Treas
Darrel Cordle	Safety
Mike Weinsaft	Board 3 yr
John LsGesse	Board 2 yr
Wayne Donavan	Board 1 yr
Gary Rauckman	Newsletter

Membership Renewal

It’s time to renew your membership and the Board has agreed to keep the Dues the same as this year. \$65

Saturday’s Raffle

You don’t want to miss this; we will raffle the 75” Phoenix Westland Lysander at this Saturday’s meeting. The motor size is 46-55 and I think this is an all wood kit



Airplane Book Sale this Saturday

Bill Elkins has donated a fairly large number of aircraft books to be sold at the club meeting this Saturday. Just one more reason to be sure and be there. Wow, we got a lot going on; see you there.

Making a future Jet Pilot isn’t so hard after all

